

INTERNATIONAL®
4200
4300 AND
EAGLE

**A STEP UP IN
CONVENTIONAL
EFFICIENCY.**



**STEP UP TO
4200/4300 EFFICIENCY.
AND DRIVE DOWN YOUR
COST OF TRUCK OWNERSHIP.**

Today, as truck operating costs increase, the truck you choose makes a bigger difference than ever in your bottom line.

Which makes it more important than ever to be sure you choose the right truck.

Today, only one premium conventional offers the room, the look, and the comfort you expect—plus the efficiency you need.

The new 4200/4300 conventional. From International!®

A new generation of fuel-saving engines, transmissions, rear axles, and other improvements—including an exclusive, advanced new IH air-deflector design—help make this the most efficient premium conventional that ever wore the International name. (In fact, a new 4200/4300 spec'd for maximum fuel efficiency can save you over \$12,000 per year in fuel costs alone, based on 100,000 miles of operation yearly.)*

At the same time, proven 4200/4300 toughness and simplified servicing pay off for you in up-time and truck maintenance costs.

Yet with all these gains in efficiency, you don't give up an inch of comfort. The 4200/4300 still surrounds the man behind the wheel with the most usable cab room of any truck in its class.

New suspension options make the 4200/4300 ride and handle more smoothly and quietly than ever.

Its rugged new look, its massive grille, bold styling, and new trim choices make it stand out in any company.

New luxurious interiors make it more of a driver's truck than ever—and now 4200/4300 efficiency makes it easier than ever to justify ordering the extras you want.

Because in fuel economy, in long-haul durability, in reduced maintenance and ease of service, this is the conventional designed to lower your **total** cost of ownership now.

And a long way down the road.

**What International®
Lowest Cost of Ownership
means to you**

It means trucks that cost less to own over their entire operating life. It takes into account all the variable cost factors in truck ownership from the time you buy it until you trade it.

- + Initial truck purchase price
- + Finance charges
- + Fuel costs
- + Lifetime service costs
- + Associated downtime costs
- + Depreciation and other tax benefits
- Value of truck at trade-in time

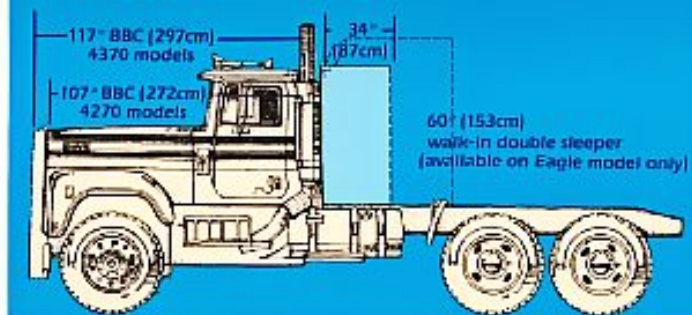
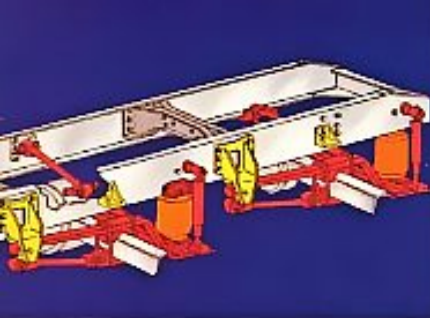
LIFETIME COST OF OWNERSHIP

Ask your International dealer to show you, in dollars and cents, just how low your cost of ownership can be with new International trucks in your operation.

*Fuel savings are estimated based on results of IH testing of its model truck and may vary, of course, depending on a number of factors, including driver, maintenance, etc.







SPEC YOUR KIND OF EFFICIENCY FROM THE 4200/4300 LIST OF FUEL-SAVING FEATURES AND OPTIONS.

The 4200/4300 has everything you need to match your kind of truck as efficiently as possible to your kind of job:

A standard aluminum cab to keep tractor weight to a minimum, for maximum payload capacity.

An available IH-designed and -built roof-mounted air deflector that's up to 55% more efficient than shorter air deflectors currently in popular use.

Plus the most advanced selection of energy-efficient powertrains. And lightweight componentry choices that lead the industry.

The power you need, the economy you want.

Choose the latest in high-efficiency, heavy-duty diesel power from Cummins, Detroit Diesel, or Caterpillar. Rugged new powerplants, in ratings from 270 to 475 horsepower, reach full output at lower rpm's for improved fuel economy. Modulated fans are either standard equipment or available, depending on engine selected, for increased power on demand, reduced engine load and noise, and additional fuel savings. Total operating savings can come to as much as \$12,000 per year, compared to powertrains popular three or four years ago. (Ask your IH dealer for assistance in selecting the most efficient engine and drivetrain for your application.)

Transmissions geared for efficiency, from 4 to 15 speeds.

Make the most efficient match between engine output and application. Take your choice of smooth-shifting manuals from Fuller and Spicer, plus available auxiliary transmissions, for the best combination of performance, fuel economy, and ease of operation. Or eliminate manual shifting completely with a rugged 4- or 5-speed Allison automatic.

The toughest axles in their class.

Order your 4200/4300 with an IH-designed and -built tandem axle and get the strongest ring-gear and pinion construction of any tandem in its class. The RA-472, rated at 40,000 lb. (18160kg), is standard equipment on tandem tractors; or choose the RA-474, rated at 46,000 lb. (20894kg).

Both feature oversized ring gears, plus hypoid single-reduction design, to transmit power more quietly and with less wear than older "spiral-bevel" double-reduction types. The big IH tandems go a long way—and so does the warranty that covers them: 36 months or 250,000 miles (400,000km), whichever comes first. (See your dealer for details.)

Other rear axles are also available from IH, Rockwell, and Eaton, in ratings up to 44,000 lb. (19958kg).

Smooth-riding, weight-saving suspensions come standard.

For extra ride smoothness and light weight, the 4200/4300 features as standard equipment the IH 4-spring rear suspension and taper-leaf front springs. Or, for the ultimate in ride control, choose an IH air suspension, rated at 20,000 lb. (9080kg) with single axle or 38,000 lb. (17252kg) in tandem configuration. There's also a full line of IH and Hendrickson highway and on/off-road suspensions up to 44,000 lb. (19958kg).

Less weight for more payload capacity.

Add lightweight options and subtract up to 1,000 lb.—or more. Specify the standard International® four-spring suspension, an aluminum front axle (designed and built exclusively by IH), plus aluminum wheels, front bumper, fuel tanks, rear hubs, differential carrier—even an all-aluminum frame with aluminum crossmembers for the ultimate in weight reduction and payload capacity.

Spec your next truck by computer.

To help you spec the most efficient truck without guesswork, your International dealer will be glad to provide a detailed computer printout of predicted fuel economy and performance for any chassis/powertrain combination you select. Results, based on IH test data, are normally accurate to within 2% of actual truck operating conditions.

This exclusive service, called TCAPE (for Truck Computer Analysis of Performance and Economy), is available to you at no obligation—from the people who know how to spec trucks better than anyone else in the industry.







STRENGTHEN YOUR OPERATION WITH TEST-PROVEN TOUGHNESS FOR EFFICIENCY IN THE LONG RUN.

The 4200/4300 drives down your cost of truck ownership with a rugged cab and chassis built to stay on the job (where you make your money)—and out of the shop (where you don't).

To prove it, 4200/4300 test vehicles had to survive a battery of tests designed to destroy all but the toughest trucks.

Proven tougher than the jobs they're built to handle.

A lifetime of on-the-job punishment can't match the pounding the 4200/4300 took in the IH computerized Ride Simulator and Cab Durability Shaker Test.

But that was only the beginning.

Next came run after run over the Twist Track, a tortuous gauntlet of concrete hills and gullies that can wrench a truck apart. Mile after mile of relentless battering over a rugged stretch of Belgian paving blocks. And day-and-night sustained-speed hauls, fully loaded, around the high-speed oval and up long, steep grades at the IH Phoenix Proving Grounds.

So, today, when you invest in a 4200/4300 for your operation, you know it'll go the distance. And then some.

Because what it goes through for you is nothing compared to what they've gone through with us.

Built tough from the bottom up.

The 4200/4300 has the backbone to tackle the toughest assignments: an all-bolted frame with 110,000-psi heat-treated steel rails, plus a bolted-on front drop section for added strength where you need it. Fine-threaded SAE Grade 8 flange-head bolts are used throughout (instead of rivets) for extra strength, clamping power, and resistance to loosening. A full-depth rear crossmember guards against the twists and turns of heavy-duty operation.

Tapered rear frame ends are available, reinforced with a top-mounted steel skid ramp, for additional frame strength and protection against damage when backing under low trailers. Front bumpers, of extra-strength formed steel (with lightweight aluminum bumpers optional), are mounted directly to the front spring brackets for increased rigidity.



A cab designed to cope.

The 4200/4300 cab is virtually corrosion-proof, with strong, lightweight aluminum construction and a reinforced fiberglass front end. A spring-loaded front hood hinge and stretch-type latches keep the hood securely aligned, while keeping vibration to a minimum even over rough roads.

Flush-mounted doors with smoothly rounded corners reduce the chances of accidental damage. Doors feature corrosion-resistant stainless steel "piano" hinges to maintain a perfect fit under less-than-perfect conditions.

Extra toughness for extra efficiency.

Big 1200-sq.-in. radiators are standard for heavy-duty engine protection, with options up to 1500 sq. in. for high-horsepower and severe-service applications. Bolted tank construction and strongly reinforced tubing, headers, and supports distribute stress more evenly and increase system reliability; built-in positive de-aeration eliminates potential hot spots that could cause engine damage. Heater gate valves are standard to prevent coolant loss and keep the cooling system operational in case of heater-core failure.

Long-life exhaust systems are engineered for minimum weight and maximum corrosion resistance, with exhaust pipes, tailpipes, and mufflers of aluminized steel (chrome-plated steel optional).

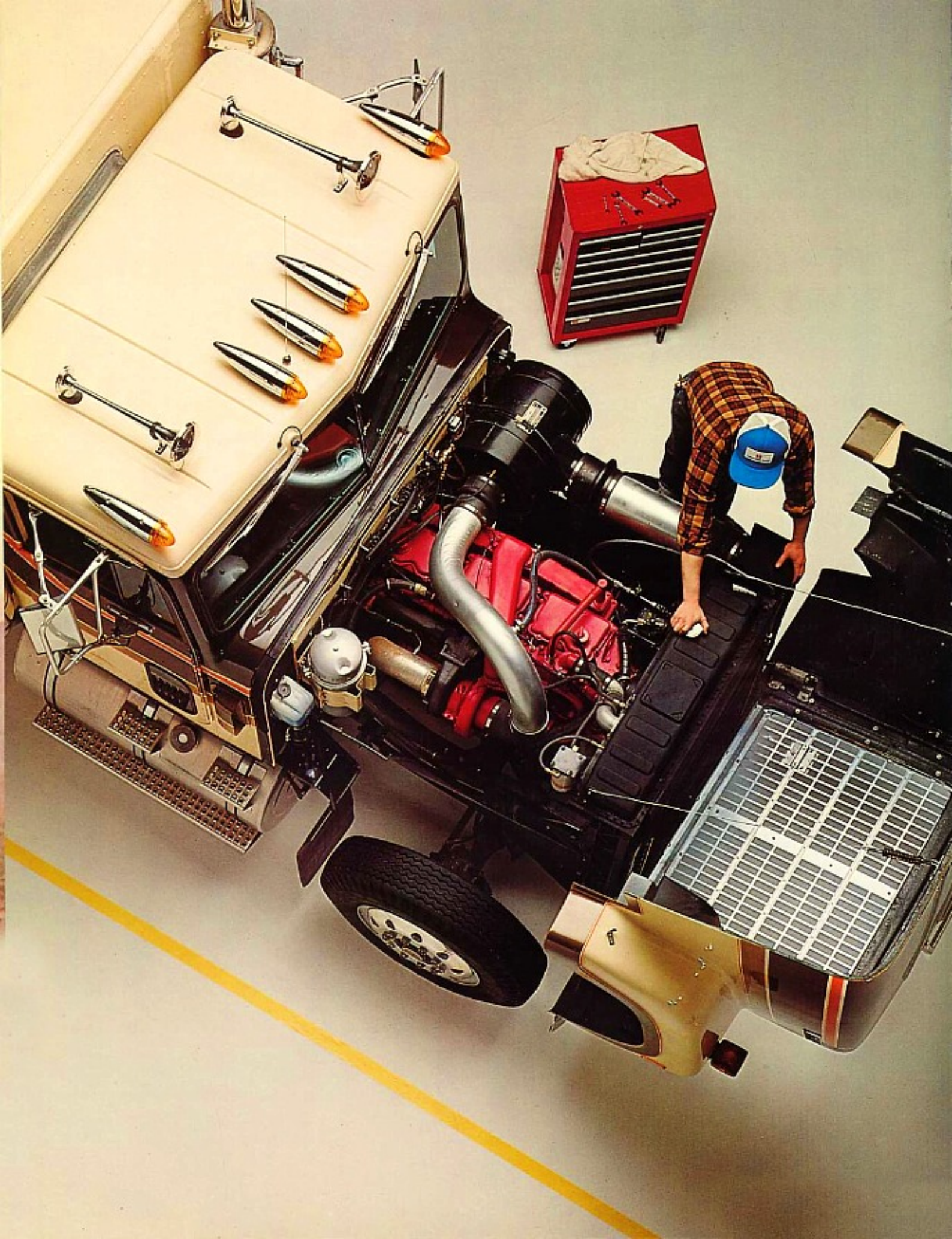
Brake systems feature divided circuits to retain emergency braking ability even if one circuit is damaged. Brake lines are carefully routed and wrapped for protection against abrasion.

To keep maintenance easy and recommended service infrequent, standard front axles are of forged steel with sealed, permanently lubricated tie-rod ends and sealed kingpins. Dirt and water can't get in, and steering effort is kept low.

The best connections.

Maintenance-free batteries are standard equipment, with short leads to the starter to minimize voltage drop. Circuits are protected by self-resetting circuit breakers—no need to replace fuses or reset manually.

Throughout the chassis, wiring is protected in tough polyethylene tubing against chafing and abrasion. Even turn signals and backup lights are molded of rugged Lexan®, individually shock-mounted to dampen vibration and prolong bulb life.





GET BACK IN BUSINESS FAST, THANKS TO 4200/4300 SERVICE EFFICIENCY.

The 4200/4300 is designed to get you in and out of the service department as quickly as possible—and at the lowest possible cost.

And it does it with quick-access service features. Simplified cab systems for faster, easier repairs. Plus a parts-and-service network no other truck manufacturer can match.

Standard tilt hood lets you in on everything.

The easy-opening, one-piece fiberglass hood/fender assembly tilts forward 70° for convenient walk-up servicing. Routine service points are closely grouped to make quick work of normal maintenance. Straight, premium-quality radiator hoses with cast metal elbows make individual section replacement easy, without requiring special preformed hoses.

Hinged dash panel opens the way to fast instrument service.

The entire dash cover swings out of the way to get at all instruments, dash wiring, and circuit breakers; inside, wires and connections are clearly labeled. The entire electrical system can be instantly disconnected for fast, convenient repairs.

And to speed troubleshooting, every 4200/4300 comes with its own detailed wiring diagram, permanently mounted to the base of the passenger seat.

Quick cab repairs—and quick access to all support systems.

The 4200/4300 cab is easy to repair, with large, flat, riveted sections and flat doors. The two-piece windshield features flat glass sections for easy, inexpensive replacement in the field.

Wiper motors are conveniently accessible in the windshield header; and the exclusive Blend-Air® heater and optional air conditioner are integrated into a single unit under the passenger seat for faster, simpler servicing.

Other standard features simplify or eliminate routine maintenance. Maintenance-free batteries end battery checking and filling. And fuel-tank shutoff valves make it easy to service the fuel filter without spilling extra fuel.

First in heavy-duty truck service.

Anywhere in the country, when you need service we're there to help.

With the largest number of heavy-duty truck service facilities of any truck manufacturer.

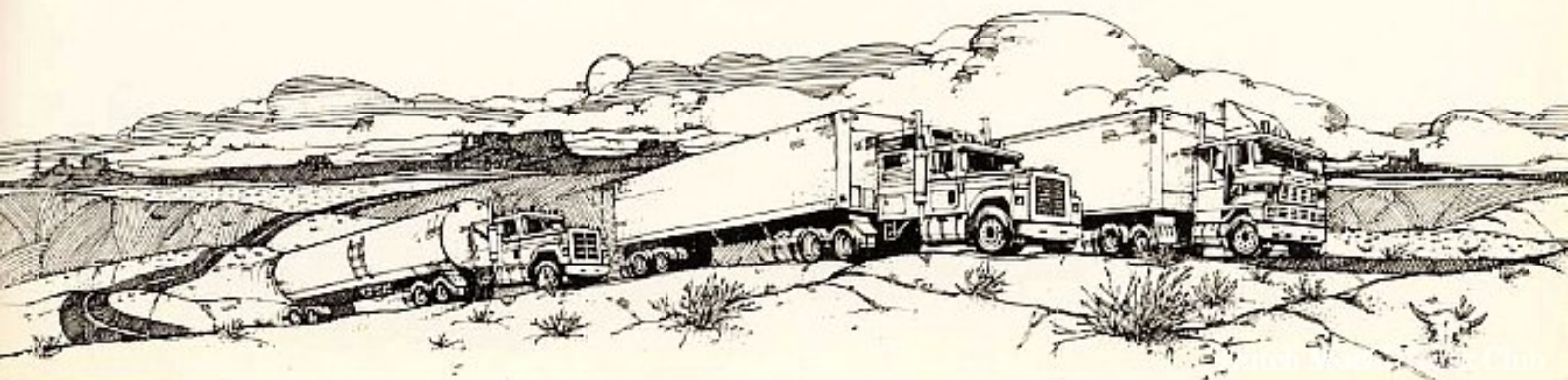
The largest parts inventory in the business, with every IH heavy-truck dealer tied directly into Computair®, a computerized parts-locating system that can provide fast delivery from any of 13 regional distribution centers.

And a 24-hour toll-free number drivers can call to locate the nearest available International® truck service facility. It's a good feeling to have all that going for you.

And it comes standard with every truck we make.



Troubleshooter II 24-hour hotline:
Dial 800-447-4700 (in Illinois: 800-332-4400).





4200/4300 Custom interior.



Standard interior.



Deluxe interior.



GET WHAT IT TAKES TO WORK MORE EFFICIENTLY: THE MOST USABLE CAB ROOM AND COMFORT.

Driver productivity starts here—with more total working space than you get in any other premium conventional.

The 4200/4300 is one conventional where driver—and passenger—never feel the pinch. Here's why.

Extra room to get extra comfortable in.

For broad shoulders, the 4200/4300 interior measures a full 70 inches from side to side.

For generous midsections, it allows a big 18.5 inches of belly room, from the steering wheel to the back of the standard Bostrom® Westcoaster® driver's seat.

And just about every inch of that space is usable. The cab doesn't taper, front to rear, putting occupants in a bind.

And all components of the integrated climate-control system are located beneath the passenger seat, so they don't intrude on driver or passenger comfort.

Dial in even more comfort.

Big ventilation ducts at floor and body level direct fresh air wherever the driver chooses. An integral fan keeps that air circulating (even when traveling at low speeds or standing still), while positive door and window sealing keeps noise and weather out.

Drivers can even choose their own weather with available IH Blend-Air® heating and air conditioning—the industry leader in cab climate control.

The listening's easy, too, with the available AM/FM stereo systems. Two pairs of speakers—one pair forward, plus a second pair (with separate volume control) in the bunk area—surround driver and passenger with full, rich, clean stereo sound anywhere in the cab.

4200/4300 comfort. It smooths out the tough spots in a tough job.

And lets the driver concentrate on the job of driving.

Step up to 4200/4300 convenience—and a better driver outlook.

The 4200/4300 makes cab entry and exit easy, with a first step right where it should be—just 21 inches off the ground.



Plus a self-cleaning tread for a better foothold. And grab handles that are extra-long (just in case the driver isn't).

Forward-mounted assist steps keep windshield-cleaning simple. And the extra-large tinted windshield is designed to keep more of the road in view, with 1371 undistorted square inches of glass area, plus wipers that park in the up position, out of the normal line of sight.

A right-side visibility window is standard, for safer maneuvering in close quarters. Large, 16"x7" mirrors with heavy-duty bracing resist vibration and hold a set position firmly, yet are easily adjusted by hand from inside the cab.

A sleeper you can really live with.

The 4200/4300 offers real stretch-out sleeping room, with a bunk mattress 80 inches long, 29 inches wide, and a soft six inches thick.

The strong, lightweight aluminum sleeper is fully sealed and insulated against outside noise and weather.

Undereath is a full-sized luggage compartment, unobstructed by heating and cooling coils, exhaust routing, or similar intrusions. The entire space—including doors—is lined for protection against possible damage to contents.

Exercise your options. Inside and out.

The 4200/4300 is one conventional that's practically designed to let you design it yourself.

With a wide choice of interior decor: Standard (in natural Rawhide Tan vinyl); Deluxe (includes sculptured door trim, headliner, and bunk panels in Rawhide Tan vinyl); or Custom (featuring full carpeting, vinyl seating with fabric inserts, and Rawhide Tan or Ginger Brown color scheme).

There are 17 standard exterior colors to choose from. Plus custom colors. And 11 exclusive color schematics, in one-, two-, and three-tone combinations.

As a final touch, you can equip your 4200/4300 with just about everything under the sun to make it sparkle: bright-finish grille, chrome bumper, chrome air horns, polished aluminum wheels and fuel tanks, and more. A lot more.

And if that still isn't enough—we've saved the best for last: The new International® Eagle. The premium conventional that sets a new standard in luxury for every other truck in its class.

To find out more, turn the page—and see just how luxurious a premium conventional can be.

**THE
INCREDIBLE**

Eagle



The new Eagle with optional 60" walk-in double sleeper.

NOW SATISFY YOUR NEED FOR BOTH: ELEGANCE WITH EFFICIENCY. AND COMFORT WITHOUT COMPROMISE.

If the ultimate in conventional luxury is what you're looking for, you've come to the right place.

The new Eagle Conventional. By International.[®]

Built on the proven strength and efficiency of a 4200/4300. But with a difference you can see—and feel—from the moment you take the controls.

When you fly Eagle, the extras aren't extra.

The Eagle has more standard extras than a lot of premium conventionals have options.

Including a padded, leather-wrapped steering wheel.

A cushioned instrument panel, faced in walnut-grain trim.

High-back air-suspension seats in crushed velour and vinyl.

Overhead AM/FM stereo tape system, electronic digital clock, and lighted vanity mirror.

Plus full carpeting, detachable manifest pocket on the driver's door, velour-and-vinyl bunk curtain—all in your choice of colors: Copper, Rawhide Tan, or Ginger Brown.

There are even personalized Eagle door plaques engraved with your name, your company identification, or any other way you specify.

New walk-in double sleeper: the proudest Eagle of them all.

Order your Eagle with the new 60" walk-in double sleeper option in place of the standard 34" Eagle sleeper, and step into a new dimension in on-the-road comfort.

You get a luxurious, fully carpeted living area, color-matched to the cab in tufted, cushioned vinyl, with real stand-up space and a streamlined Salem "skylight" vent. Plus twin upholstered bunks, each with a big 30 x 80 inches of stretchout room. (Flip down the top bunk, and you've got a handsome couch.)

Each bunk has its own high-intensity reading lamp, 12-volt accessory outlet, and built-in ashtray. The lower bunk also has a handy magazine rack, along with a roomy storage compartment underneath.

A built-in wash basin with concealed holding tanks offers running water, a 12-volt electrical outlet, towel rack, hinged toiletry compartment, and roomy cabinet space to boot.

Then there's a fold-down writing desk; full-length double closet (with two courtesy lights); and overhead, an electronic digital clock, lighting switches, separate sleeper heating/air-conditioning controls, and a complete four-speaker AM/FM stereo tape system with headphone jack. Not to mention a master switch controlling all sleeper electrical functions and a main battery indicator to warn when power is getting low.

Now—who says you can't take it with you?







EAGLE CUSTOM STYLE. FOR THE MAN WHO'S EARNED THE RIGHT TO FLY FIRST CLASS.

The first look tells you this is no ordinary conventional. Because there's never been a premium conventional before with Eagle's kind of style. (Or so many ways to tailor it to your kind of style.)

All that glitters.

The Eagle comes to you decked out with just about every brilliant extra you ever took a shine to.

Chrome bullet marker lights highlighting its built-on exterior sun visor.

Dual extra-long chrome air horns and snow shields.

Dual West Coast bright-finish heated mirrors.

Dual bright-finish full-length outside grab handles (both sides).

Bright-finish inside grab handle (passenger side).

Bright-finish grille and front bumper (full-width aluminum), with bumper-mounted fog lamps.

Bright-finish sleeper bunk vents.

Dual polished aluminum fuel tanks with chrome tank-support straps.

Aluminum deck plate with self-cleaning tread and stainless-steel rear quarter fenders.

And you can order bright-finish dual exhaust in heights up to 13'. Polished aluminum rear disc wheels with chrome hubs. Dual chrome teardrop spotlights. And more. Including your choice of "custom show truck" paint schemes with just the look you're looking for.

Flying colors.

Select from six different paint schematics, in any combination of three or four colors from the standard Eagle 17-color lineup. Or ask about custom schematics and colors mixed specially to your order. Plus special finishes, such as DuPont® Imron® and revolutionary new IH polyurethane finishes with the toughest shine in IH history.

To top it all, your Eagle is personalized with hand-applied custom pinstriping, to give it its own individual identity—as individual as you are.

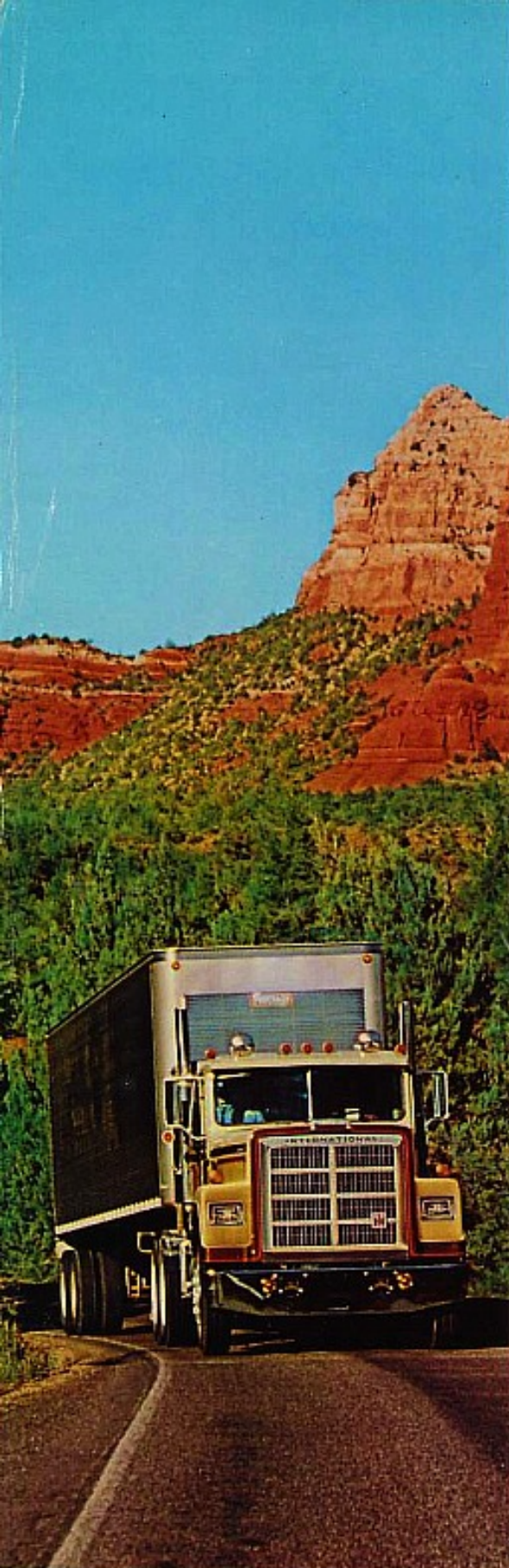
The new Eagle Conventional. By International®

For the man at the top of his profession, it's the only way to fly.

The new Eagle with 34' sleeper.



Eagle



Specifications

4270

4370

Eagle
(tandem
only)

Dimensions

BBC without sleeper
with standard sleeper
with double sleeper
Cab exterior width
Overall width

107" (272cm)
148" (376cm)
—
76" (193cm)
94" (239cm)

117" (297cm)
158" (402cm)
—
76" (193cm)
94" (239cm)

117" (297cm)
158" (402cm)
184" (468cm)
76" (193cm)
94" (239cm)

Frame

9 $\frac{3}{4}$ x 3-1/16 x 1/4" (25 x 7.8 x .6cm)
straight-channel all-bolted steel,
110,000-psi (770 MPa)
10 x 3 $\frac{1}{2}$ x 5/16" (25.4 x 8.9 x .8cm)
straight-channel all-bolted steel,
110,000-psi (770 MPa)
10 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 1/2" (26.7 x 8.3 x 1.3cm)
straight-channel all-bolted
aluminum, 37,000-psi (259 MPa)

std.

std.

std.

opt.

opt.

opt.

opt.

opt.

opt.

Front Axle and Suspension

12,000-lb. (5443kg) axle and
taperleaf suspension
10,800-lb. (4899kg) axle (aluminum) and
taperleaf suspension
10,800-lb. (4899kg) constant-rate suspension
12,000-lb. (5443kg) axle (aluminum)
12,000-lb. (5443kg) constant-rate suspension
16,000-lb. (7258kg) axle and
taperleaf suspension

std.

std.

std.

opt.

opt.

opt.

opt.

opt.

opt.

opt.

opt.

opt.

opt. on tandem

opt. on tandem

opt.

Rear Axle and Suspension

23,000-lb. (10433kg) axle and suspension
20,000-lb. (9072kg) air suspension
40,000-lb. (18144kg) axle and
34,000-lb. (15422kg) 4-spring suspension
34,000-lb. (15422kg) axle
38,000-lb. (17237kg) axle and suspension
38,000-lb. (17237kg) air suspension
44,000-lb. (19958kg) axle and suspension
46,000-lb. (20866kg) axle

std. exc. tandem

std. exc. tandem

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opt. exc. tandem

opt. exc. tandem

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std. on tandem

std. on tandem

std.

opt. on tandem

opt. on tandem

opt.

opt. on tandem

opt. on tandem

opt.

opt. on tandem

opt. on tandem

opt.

opt. on tandem

opt. on tandem

opt.

Engine

Detroit Diesel

270 h.p. (201kW) 6V-92T1A^a
304 h.p. (228kW) 6V-92TAC^b
307 h.p. (229kW) 6V-92T1A^a
325 h.p. (244kW) 6V-92TAC^b
330 h.p. (247kW) 6V-92T1A^a
345 h.p. (257kW) 8V-71T1A^a
355 h.p. (266kW) 8V-92T1A^a
365 h.p. (272kW) 8V-92T1A^a or TTAC^b
370 h.p. (276kW) 8V-71T1A^a
405 h.p. (302kW) 8V-92TAC^b
445 h.p. (334kW) 8V-92T1A^a

std.

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opt.

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opt.

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opt.

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opt.

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opt. on tandem

opt.

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opt.

opt.

opt.

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opt. on tandem

opt.

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opt. on tandem

opt.

Cummins

300 h.p. (224kW) Formula 300^a or C-300^b
300 h.p. (224kW) NTC-300^a or NTCC-300^b
350 h.p. (261kW) Formula 350^a or C-350^b
400 h.p. (298kW) NTC-400^a or NTCC-400^b
475 h.p. (354kW) NTC-475

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std.

std.

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opt.

opt.

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opt.

opt.

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opt. on tandem

opt.

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opt. on tandem

opt.

Caterpillar

290 h.p. (216kW) 3406 DIT^a
350 h.p. (261kW) 3406 DITA^a
380 h.p. (285kW) 3406 DITA^a
400 h.p. (298kW) 3406 DITA^a

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opt.

opt.

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opt.

opt.

—

opt. on tandem

opt.

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opt. on tandem

opt.

Transmission

9-speed Fuller
10-speed Fuller
5-speed Spicer
8-speed Fuller
13-speed Fuller
14-speed Spicer
15-speed Fuller
15-speed Fuller o.d.
4-speed Spicer auxiliary

std.

opt.

opt.

opt.

std.

std.

opt. on tandem

opt. on tandem

opt.

opt.

opt.

opt.

opt.

opt.

opt.

opt.

opt. on tandem

opt.

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opt. on tandem

opt.

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opt. on tandem

opt.

opt. on tandem

opt. on tandem

opt.

^aNot available in California.

^bCalifornia only.

(Check your dealer for additional specifications and full options availability.)



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International Harvester Company, Chicago, IL 60611.

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